News Release

PMW 151 Optimizes Maintenance Capability for the Warfighter

By SUSAN E. SHARP

With the Navy's Tactical Combat Support Systems Program Office (PMW 151) completing the developmental test phase for an improved Naval Aviation Logistics Command Maintenance Information System (NALCOMIS), joint forces are one step closer to implementing a paperless process for tracking the maintenance of military aircraft.

According to LCDR Scott Robillard, Aviation Systems Coordinator for the program known as NALCOMIS' Optimized Organizational Maintenance Activity or OOMA, developmental testing was completed March 14, 2003 and is intended to create an automated system to manage aircraft maintenance.

"The automated system will improve data integrity and reduce the amount of time it takes to process maintenance information – it focuses on providing near "real-time" data to upper-echelon readiness managers, logisticians and engineers," Robillard said.

Already, there are 326 aircraft divided among 47 squadrons operating in the OOMA environment. The E-2C 'Hawkeye,' SH-60 'Seahawk' and the S-3 'Viking' are only a few of the aircraft systems that will benefit from the newest version of NALCOMIS, which utilizes the now-familiar Windows graphical-user interface.

Placing OOMA in active Navy and Marine Corps squadrons provides the program office with critical "real world" information and helps develop a better tool for the warfighter; which in turn, gives the Navy leadership a better snapshot for understanding the systems reliability, maintainability and sustainability of the aircraft fleet.

This next-generation capability will provide "a user-friendly environment for maintenance managers to electronically report, track and locate data in order to comply with maintenance guidelines," Robillard said.

Having successfully completed its developmental testing, OOMA will go through operational testing in April 2003 and will be evaluated by representatives of the Chief Naval Operations.

"It is just a matter of time before OOMA will be integrating aviation maintenance and logistics into the common operational picture," Robillard said.

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Pacific Ocean (Mar. 2, 2003) -- Aviation Electrician's Mate 3rd Class Forrest Fulker from Carbondale, Colo., repairs an engine block brushing for an E-2C “Hawkeye” aircraft from the "Golden Hawks" of Airborne Early Warning Squadron One One Two (VAW-112). Fulker and the Golden Hawks are aboard USS Carl Vinson (CVN 70), on deployment in the western Pacific Ocean. U.S. Navy photo by Photographer's Mate Airman Chris Henry. (RELEASED)

At sea aboard USS George Washington (CVN 73) Nov. 26, 2002 -- Aviation Machinist's Mate 2nd Class Nathan Smith from Chicopee, Mass., repairs a rotary blade on an SH-60 "Seahawk" helicopter assigned to the "Red Lions" of Helicopter Anti-Submarine Squadron One Five (HS-15) in the ship’s hangar bay. Washington, homeported in Norfolk, Va., is nearing the end of a regularly scheduled deployment in support of Operations Enduring Freedom and Southern Watch. U.S. Navy photo by Photographer's Mate Airman Joan Jennings. (RELEASED)

Mediterranean Sea (Mar. 12, 2003) -- Aviation Structural Mechanic 2nd Class Kenn Walls from Rockford, Ill., performs maintenance on the wing of an S-3 Viking assigned to the "Scouts" of Sea Control Squadron Two Four (VS-24) aboard USS Theodore Roosevelt (CVN 71). Roosevelt and her embarked Carrier Air Wing Eight (CVW-8) are conducting operations in support of Operation Enduring Freedom. U.S. Navy photo by Photographer's Mate 1st Class James Foehl. (RELEASED)